

**QA-611**  
**Grasonville Survey District**  
**Grasonville, Queen Anne's County**

**ca. 1850-1958**  
**Private/Public**

The Grasonville Survey District runs for approximately one-and-three-quarters miles along Main Street, as well as along parts of seventeen other streets. The district represents the historic center of the unincorporated town, encompassing domestic, commercial, industrial, religious, and governmental resources. It is composed of 146 contributing properties and 93 non-contributing properties. The district includes vernacular architectural forms and styles popular during the last half of the nineteenth century and the first half of the twentieth. However, many Grasonville houses from the same eras display no standard form or style. A few I-houses are present in the Grasonville Survey District, and a small cluster of early twentieth-century bungalows at the western end of the district also stands out. Along Main Street, the district's primary thoroughfare, relatively few non-historic buildings intrude upon the streetscape. On the side streets that run perpendicular to Main Street, the concentration of historic resources is lower, as late twentieth-century and early twenty-first-century structures are more prevalent.

The historic buildings of Grasonville represent a good collection of late nineteenth- and early twentieth-century architectural forms and styles in Queen Anne's County. The town's buildings reflect its development and the local economy from the late nineteenth century through the mid-twentieth century. Never incorporated, Grasonville retains the mostly linear pattern of development tied to the main public road that distinguished it from its beginnings in the mid-nineteenth century. Established by the mid-nineteenth century and initially known as Winchester, Grasonville lies along Route 18 (Main Street), which had been a major thoroughfare in Queen Anne's County since the eighteenth century. Nestled between the waters of Winchester, Jackson and Marshy creeks, the town was home to many watermen; consequently, the town grew during the late nineteenth-century increase in commercial oystering and crabbing. With the construction of a steamboat landing on Jackson's Creek in 1886 and the arrival of a railroad line just north of town in 1902, Grasonville lay along all three of the major transportation routes in late nineteenth- and early twentieth-century Queen Anne's County. The town's growth slowed after the early 1950s, as transportation routes bypassed the town.

Inventory No. QA-611

**1. Name of Property** (indicate preferred name)

historic Winchester, Grasonville

other Grasonville Survey District (preferred)

## 2. Location

street and number not for publication

city, town	Grasonville, MD	vicinity
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county                      Queen Anne's County

**3. Owner of Property** (give names and mailing addresses of all owners)

name	Multiple properties
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street and number telephone

city, town state zip code

#### 4. Location of Legal Description

courthouse, registry of deeds, etc.	N/A	liber	folio
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city, town	tax map	tax parcel	tax ID number
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## 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District  
☐ Contributing Resource in Local Historic District  
☐ Determined Eligible for the National Register/Maryland Register  
☐ Determined Ineligible for the National Register/Maryland Register  
☐ Recorded by HABS/HAER  
☐ Historic Structure Report or Research Report at MHT  
☐ Other:

## 6. Classification

[illegible]

## 7. Description

Inventory No. QA-611

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

### Summary

The Grasonville Survey District runs for approximately one-and-three-quarters miles along Main Street, as well as along parts of seventeen other streets. The district represents the historic center of the unincorporated town, encompassing domestic, commercial, industrial, religious, and governmental resources. It is composed of 146 contributing properties and 93 non-contributing properties. The district includes vernacular architectural forms and styles popular during the last half of the nineteenth century and the first half of the twentieth. However, many Grasonville houses from the same eras display no standard form or style. A few I-houses are present in the Grasonville Survey District, and a small cluster of early twentieth-century bungalows at the western end of the district also stands out. Along Main Street, the district's primary thoroughfare, relatively few non-historic buildings intrude upon the streetscape. On the side streets that run perpendicular to Main Street, the concentration of historic resources is lower, as late twentieth-century and early twenty-first-century structures are more prevalent.

### Description

#### *Setting/Landscape*

Grasonville is an unincorporated town in Queen Anne's County, Maryland. It is located south of U.S. Route 50/301, and approximately one mile east of the Kent Island Narrows. It sits at the head of Piney Neck, which is bordered on the west by Prospect Bay and on the east by the Wye River. No more than one-half mile at its widest, Grasonville lines Main Street (Maryland Route 18) for nearly two miles. The Grasonville Survey District, which comprises the historic heart of the town, runs for approximately one-and-three-quarters miles along Main Street, as well as along parts of seventeen other streets. The side streets housing the largest numbers of resources are Melvin Avenue, Perrys Corner Road, and Station Lane.

The Grasonville Survey District displays no formal planning. The buildings that line the streets within the district generally face the right-of-way and are generally set back twenty to thirty feet from the roadway. On the whole, the district displays the density expected of a small town or early suburban community.

The Grasonville Survey District's landscape is essentially level, with open, grassy lots dotted by mature trees and shrubs. Most of the lots in the district back onto other residential lots, although some are in front of wooded or marshy areas. Main Street (Maryland Route 18) is a two-lane, asphalt-paved, state secondary highway. It is lined by a poured concrete sidewalk along its north side, but neither its south side nor any of the side streets have sidewalks. Utility poles and street lighting are irregularly placed along Main Street.

#### *Building Patterns, Types, Styles, Materials, & Details*

The district contains a total of 239 resources that are overwhelmingly domestic in form. The dwellings are generally modestly sized and adorned, with a large number displaying no identifiable style or form. I-houses and bungalows are the most distinctive housing forms present in the Grasonville Survey District. Late Victorian finishes are most common among the houses that display decorative elements, although none display the exuberance of houses from the same era in some other towns in Queen Anne's County, such as Centreville. The majority of the twentieth-century housing in the district is located at its western end; bungalows and modified Cape Cods predominate. The bungalows overwhelmingly are executed in the Craftsman style. Many of the formerly residential buildings along Main Street have been converted to commercial uses, with relatively few replaced by newer, purpose-built commercial structures. The survey identified three historic, purpose-built commercial buildings, as well as one historic industrial building, two governmental buildings, and one historic religious building, all of which are located on Main Street. Nearly all of the historic resources in the district are of frame construction.

Most of the I-houses in the survey district date to the late nineteenth or early twentieth century, and display few architectural embellishments. The I-house at 4705 Main Street, which dates to the last quarter of the nineteenth century, is a good example of that housing form in Grasonville. It is a three-bay, two-and-one-half-story, side-gable dwelling, with a steeply pitched, centered front gable. It resembles many of the farmhouses located throughout Queen Anne's County, but it is smaller than most farmhouses. The house's size is likely the result of its location on a relatively small town lot, rather than in a rural area. Like the majority of the houses in Grasonville, it displays only a few modest decorative details, the most prominent being the arched-top, six-over-six window located in the gable, and the boxed wood cornice with an ogee cymatium. A similar dwelling is located at 4709 Main Street.

The I-house at 4801 Main Street illustrates the conversion of residential buildings to commercial uses that is common along Main Street in the Grasonville Survey District. The two-story, four-bay building has a side-gable roof, and interior-end, brick chimneys

## 8. Significance

Inventory No. QA-611

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates

Architect/Builder

Construction dates

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

### Summary Statement of Significance

The historic buildings of Grasonville represent a good collection of late nineteenth- and early twentieth-century architectural forms and styles in Queen Anne's County. The town's buildings reflect its development and the local economy from the late nineteenth century through the mid-twentieth century. Never incorporated, Grasonville retains the mostly linear pattern of development tied to the main public road that distinguished it from its beginnings in the mid-nineteenth century. Established by the mid-nineteenth century and initially known as Winchester, Grasonville lies along Route 18 (Main Street), which had been a major thoroughfare in Queen Anne's County since the eighteenth century. Nestled between the waters of Winchester, Jackson and Marshy creeks, the town was home to many watermen; consequently, the town grew during the late nineteenth-century increase in commercial oystering and crabbing. With the construction of a steamboat landing on Jackson's Creek in 1886 and the arrival of a railroad line just north of town in 1902, Grasonville lay along all three of the major transportation routes in late nineteenth- and early twentieth-century Queen Anne's County. The town's growth slowed after the early 1950s, as transportation routes bypassed the town.

### Narrative

Grasonville is located south of Winchester Creek along Route 18 (Main Street), which has long been a major thoroughfare in Queen Anne's County. The road developed in the colonial period to provide access from Queenstown, the first Queen Anne's County seat, to the capital at Annapolis. From Queenstown, the road ran southwest and curved to the south of Winchester Creek, then continued to Kent Narrows. Until the early nineteenth century, a ferry carried travelers across the Narrows; in 1820, the Maryland Legislature authorized the erection of a bridge to carry the road across the Narrows.<sup>1</sup> The road then crossed Kent Island to Broad Creek on the western shore of Kent Island, where passengers and freight could travel by boat to Annapolis. The road was extended to Centreville when the county seat moved to that town in 1782.

By the mid-nineteenth century, a town known as Winchester had developed along this road, near the south end of Winchester Creek. The location served travelers along the road as well as local farmers and the watermen who plied nearby creeks and rivers. By 1858, the mail stage traveled along Route 18 through the town of Winchester, carrying travelers as well as mail between Centreville and Broad Creek on Kent Island.<sup>2</sup> Circa 1862, merchant John Wesley Hassett established a store in the building at 4805 Main Street. Hassett owned the property until 1891, when he sold it to James B. Rhodes, whose name is now associated with the building. Ford's Store (QA-626), located at 5107 Main Street, was probably established by 1866 under the ownership of Thomas H. and Mary Kemp. The Ford family owned and operated the store from 1867 until 1883. By 1877, the post office was located in Ford's Store; the community was sometimes called "Ford's Store" because of the location of the post office.<sup>3</sup> Both the Rhodes and Ford's stores remain standing and illustrate the development of the town in the mid-nineteenth century.

<sup>1</sup> Session Laws 1819; passed 21 January 1820. 1819 Md. Laws ch. 70.

<sup>2</sup> Donald G. Shomette, "Kent Narrows Timeline" (Queen Anne's County Heritage Consortium, Chester, Md., 2004, photocopy).

<sup>3</sup> Deeds of the era commonly used the name "Ford's Store."

## 9. Major Bibliographical References

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See continuation sheet 9:1 for bibliographical references.

## 10. Geographical Data

Acreage of surveyed property N/A  
Acreage of historical setting N/A  
Quadrangle name Queenstown Quadrangle scale: 1:24,000 (7.5 minute)

### Verbal boundary description and justification

The boundary of the Grasonville Survey District encloses the district's highest concentration of historic resources. In the parts of the unincorporated town of Grasonville that have been excluded from the district, non-historic resources exceed the number of historic resources. The boundary line generally follows the rear property line of the resources that front on Main Street, between the intersection of Main Street and Grasonville Cemetery Road on the east, and, at the west end, the western property lines of 3701 Main Street, and 3700 Main Street. The district boundary extends south of Main Street mainly in two areas. One of these two areas is located between Gravel Run Road on the east and Melvin Avenue on the west; it extends south to the southern property lines of 202 Gravel Run Road and 416 Melvin Avenue. The other of the two areas south of Main Street is located along Perrys Corner Road; in this area, the boundary runs along the rear property lines of the resources along Perrys Corner Road and extends as far south as the southern property lines of 205 Perrys Corner Road on the east side of the road, and 120 Perrys Corner Road on the west side. The district boundary extends north of Main Street along Station Lane, where the boundary runs along the rear property lines of the resources along Station Lane and extends north to the northern boundaries of 112 Station Lane on the east side of the road, and 121 Station Lane on the west side. The relevant portion of the USGS Queenstown, Md. Quadrangle map with the district boundaries demarcated is enclosed with this MIHP form.

## 11. Form Prepared by

name/title	Evelyn D. Causey, Ph.D., Senior Historian, and Gerald M. Maready, Jr., Architectural Historian		
organization	History Matters, LLC	date	November 16, 2007
street & number	1502 21 <sup>st</sup> Street, NW, 2 <sup>nd</sup> Floor	telephone	(202) 223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600



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located at the east and west ends. A one-story, non-historic, metal-frame building that is used as a seafood market is attached to the rear of the house via a gable-roofed breezeway; the side yard of the property has been converted to a gravel parking lot.

A cluster of approximately five twentieth-century bungalows is located at the west end of the Grasonville Survey District. Most have been extensively altered; the house at 3917 Main Street displays the least altered exterior. It is a circa 1925, one-and-one-half-story dwelling with a full-width porch. A garage, also built circa 1925, bears matching finishes, and stands northwest of the house. The overhanging eaves of the house's side-gable roof are supported by wood brackets, as are those on its front-gabled façade dormer. Wide, shallow-arched bays distinguish the front porch; battered wood posts support its shed roof. The cohesiveness and sophistication of the Craftsman detailing exhibited by this bungalow and its garage is atypical for early twentieth-century houses in Queen Anne's County, suggesting that it could have been a mail-order house; however, there is no identifiable house model to which it conforms.

The dwelling located at 3939 Main Street is typical of post-World War II housing in the Grasonville District. Built circa 1950, it is a one-story, three-bay, side-gabled house. It displays a modified Cape Cod form, with hints of Colonial Revival styling. The house exhibits a front-gabled portico supported by square wood posts; a shed-roofed carport on the east side appears to be an addition. Ranch houses are another common form among the late twentieth-century dwellings in Grasonville.

Two of the identifiably commercial structures in the survey district stand on the north side of Main Street. Ford's Store (QA-626), located at 5107-5113 Main Street, is situated at the eastern end of the Grasonville Survey District, while the Rhodes Store, located at 4805 Main Street, stands closer to the center of the district. Both buildings date to the last half of the nineteenth century, and display Late Victorian decorative elements. The majority of the decoration on both buildings is concentrated upon their façade, focusing attention on that elevation. Ford's Store is a two-and-one-half-story, three-bay, cross-gabled building, with a rear, two-story, gable-roofed addition. The front-gabled façade features a one-story, front-gabled portico; a large, ogee-molded wood cornice supported by scroll-sawn, wood brackets located above the first story; and cornice returns. The former Rhodes Store is a two-and-one-half-story, front-gabled building with two shed-roofed side additions. The façade exhibits arched, two-over-two windows occupying both the second story and the gable, and large cornice returns imply a pediment, adding formality to the elevation. Substantial, non-historic, one-story additions cover the entire first story on the façade, west, and rear (north) elevations.

The Perfect Garment Company (QA-625), located at 4611 Main Street, represents industrial architecture in the Grasonville Survey District. Built as a shirt factory, the one-story, front-gabled building faces the street. Its symmetrical façade is five bays wide, and the building is nine bays deep; a one-story, frame loading dock is attached to the rear (north) elevation. The building was constructed circa 1935-1940 and displays modest Craftsman detailing, such as overhanging eaves, exposed rafter tails, and square-edged window and door surrounds. Although some minor exterior alterations have been made to The Perfect Garment Company, it retains its historic character. According to local residents, the shirt factory was originally located in the building at 4817-4819 Main Street. This house appears to have been built circa 1915, and is a two-story, L-shaped building with a cross-gable roof. Currently used as a multiple dwelling, the building displays no evidence of its industrial past.

The Immanuel United Methodist Church is the only religious building located with the Grasonville Survey District. Built in 1954, the common-bond brick church is a one-story, one-bay, front-gabled building, with a prominent bell tower on its west side. The first story of the bell tower houses the church's entry. The 1954 church building combined two earlier church buildings which were then remodeled, explaining the building's retardataire form and style.

### *Alterations & Intrusions (typical building additions & alterations; road changes; removals; demolition)*

The roads through the Grasonville Survey District appear to retain their historic alignments. Some non-historic commercial development is spreading south from U.S. Route 50/301. Many of the formerly residential buildings lining Main Street have been converted to commercial use. A circa 1960 firehouse, a circa 2000 post office, and a circa 1990 senior center are the most prominent non-historic buildings on Main Street. Grasonville's side streets exhibit an increasing amount of non-historic residential development, especially south of Main Street, near Piney Neck's many creeks and inlets. The Grasonville Survey District maintains its historic setting and character.

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### *Resource Inventory / Characteristic Resources:*

Number	Name/Address	Contributing (C) or Non-contributing (NC)
1	101 Church Court	C
2	103 Church Court	C
3	109 Church Court	NC
4	113 Church Court	C
5	119 Church Court	NC
6	201 Church Lane	NC
7	205 Church Lane	NC
8	109 Coursey Road	C
9	110 Coursey Road	NC
10	Grasonville Cemetery	C
11	112 Grasonville Terrace	NC
12	116 Grasonville Terrace	NC
13	128 Gravel Run Road	C
14	134 Gravel Run Road	NC
15	138 Gravel Run Road	NC
16	202 Gravel Run Road	NC
17	110 James Lane	NC
18	111 James Lane	NC
19	101 King Store Road	C
20	111 King Store Road	C
21	112 King Store Road	NC
22	113 King Store Road	NC
23	116 King Store Road	NC
24	117 King Store Road	C
25	200 King Store Road	C
26	210 King Store Road	C
27	301 King Store Road	C
28	201 Knapp Road	C
29	107 Main Court	C
30	3700 Main Street	NC
31	3701 Main Street	NC
32	3704 Main Street	C
33	3706 Main Street	C
34	3712 Main Street	C
35	3729 Main Street	C
36	3800 Main Street	C
37	3801 Main Street	C
38	3802 Main Street	C
39	3805 Main Street	C

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Number	Name/Address	Contributing (C) or Non-contributing (NC)
40	3809 Main Street	C
41	3812 Main Street	C
42	3901 Main Street	C
43	3902 Main Street	C
44	3903 Main Street	NC
45	3904 Main Street	NC
46	3908 Main Street	C
47	3911 Main Street	NC
48	3917 Main Street	C
49	3921 Main Street	C
50	3924 Main Street	C
51	3925 Main Street	NC
52	3926 Main Street	NC
53	3928 Main Street	NC
54	3929 Main Street	C
55	3935 Main Street	C
56	3939 Main Street	C
57	3943 Main Street	C
58	3947 Main Street	NC
59	3951 Main Street	NC
60	4000 Main Street	C
61	4001 Main Street	C
62	4003 Main Street	C
63	4004 Main Street	C
64	4007 Main Street	C
65	4008 Main Street	NC
66	4012 Main Street	C
67	4013 Main Street	C
68	4015 Main Street	NC
69	4016 Main Street	C
70	4017 Main Street	C
71	4020 Main Street	C
72	4025 Main Street	C
73	4028 Main Street	NC
74	4029 Main Street	C
75	4033 Main Street	C
76	4036 Main Street	C
77	4041 Main Street	NC
78	4045 Main Street	C
79	4100 Main Street	NC



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Number	Name/Address	Contributing (C) or Non-contributing (NC)
80	4107 Main Street	C
81	4111 Main Street	C
82	4114 Main Street	C
83	4115 Main Street	C
84	4116 Main Street	C
85	4119 Main Street	C
86	4120 Main Street	C
87	4124 Main Street	C
88	4128 Main Street	NC
89	4132 Main Street	NC
90	4134 Main Street	C
91	4135 Main Street	C
92	4136 Main Street	C
93	4139 Main Street	C
94	4143 Main Street	NC
95	4145 Main Street	C
96	4201 Main Street	NC
97	4202 Main Street	C
98	4203 Main Street	C
99	4205 Main Street	NC
100	4206 Main Street	C
101	4209 Main Street	C
102	4211 Main Street	C
103	4212 Main Street	C
104	4214 Main Street	C
105	4215 Main Street	C
106	4217 Main Street	C
107	4218 Main Street	NC
108	4221 Main Street	NC
109	4222 Main Street	C
110	4223 Main Street	C
111	4300 Main Street	NC
112	4303 Main Street	NC
113	4304 Main Street	C
114	4311 Main Street	NC
115	4312 Main Street	NC
116	4313 Main Street	NC
117	4316 Main Street	C
118	4402 Main Street	NC
119	4406 Main Street	NC

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Number	Name/Address	Contributing (C) or Non-contributing (NC)
120	4411 Main Street	NC
121	4501 Main Street	C
122	4502 Main Street	C
123	4505 Main Street	NC
124	4508-4510 Main Street	C
125	4509 Main Street	C
126	4513 Main Street	C
127	4601 Main Street	C
128	4605 Main Street	NC
129	4607 Main Street	C
130	4611 Main Street	C
131	4612 Main Street	NC
132	4700 Main Street	C
133	4701 Main Street	NC
134	4705 Main Street	C
135	4709 Main Street	C
136	4801 Main Street	C
137	4802 Main Street	NC
138	4805 Main Street	C
139	4809 Main Street	NC
140	4813 Main Street	C
141	4817-4819 Main Street	C
142	4821 Main Street	C
143	4823 Main Street	C
144	4825 Main Street	C
145	4905 Main Street	C
146	4918 Main Street	C
147	4919 Main Street	C
148	4921 Main Street	C
149	4922 Main Street	NC
150	4925 Main Street	C
151	4926 Main Street	C
152	4943 Main Street	NC
153	5001 Main Street	C
154	5002 Main Street	C
155	5005 Main Street	NC
156	5006 Main Street	C
157	5009 Main Street	C
158	5013 Main Street	C
159	5101 Main Street	C

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Number	Name/Address	Contributing (C) or Non-contributing (NC)
160	5105 Main Street	NC
161	5106 Main Street	NC
162	5107-5113 Main Street	C
163	5112 Main Street	NC
164	5115 Main Street	NC
165	5118 Main Street	C
166	5121 Main Street	NC
167	5122 Main Street	C
168	5125 Main Street	C
169	5128 Main Street	NC
170	5129 Main Street	C
171	5130 Main Street	NC
172	5204 Main Street	C
173	5208 Main Street	C
174	107 Marshy Creek Road	C
175	109 Marshy Creek Road	C
176	107 Melvin Avenue	NC
177	108 Melvin Avenue	C
178	112 Melvin Avenue	C
179	116 Melvin Avenue	C
180	118 Melvin Avenue	C
181	119 Melvin Avenue	C
182	200 Melvin Avenue	C
183	201 Melvin Avenue	NC
184	207 Melvin Avenue	NC
185	301 Melvin Avenue	NC
186	304 Melvin Avenue	C
187	307 Melvin Avenue	NC
188	308 Melvin Avenue	NC
189	311 Melvin Avenue	NC
190	314 Melvin Avenue	C
191	317 Melvin Avenue	NC
192	319 Melvin Avenue	NC
193	320 Melvin Avenue	NC
194	321 Melvin Avenue	NC
195	401 Melvin Avenue	C
196	404 Melvin Avenue	C
197	407 Melvin Avenue	C
198	416 Melvin Avenue	C
199	111 Moes Lane	C

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Number	Name/Address	Contributing (C) or Non-contributing (NC)
200	113 Moes Lane	NC
201	201 Moes Lane	C
202	105 Perrys Corner Road	NC
203	106 Perrys Corner Road	NC
204	107 Perrys Corner Road	C
205	108 Perrys Corner Road	NC
206	111 Perrys Corner Road	NC
207	113 Perrys Corner Road	C
208	115 Perrys Corner Road	NC
209	120 Perrys Corner Road	C
210	201 Perrys Corner Road	C
211	205 Perrys Corner Road	C
212	100 Quinn Road	C
213	106 Quinn Road	NC
214	112 Quinn Road	NC
215	114 Quinn Road	NC
216	115 Quinn Road	NC
217	116 Quinn Road	C
218	118 Quinn Road	C
219	121 Quinn Road	C
220	200 School House Lane	NC
221	203 School House Lane	NC
222	204 School House Lane	C
223	207 School House Lane	NC
224	208 School House Lane	NC
225	212 School House Lane	C
226	215 School House Lane	NC
227	216 School House Lane	NC
228	106 Station Lane	NC
229	108 Station Lane	C
230	109 Station Lane	C
231	110 Station Lane	NC
232	112 Station Lane	C
233	113 Station Lane	C
234	115 Station Lane	C
235	119 Station Lane	NC
236	121 Station Lane	C
237	107 Whittico Lane	C
238	111 Whittico Lane	NC
239	113 Whittico Lane	NC

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In addition to the two stores, by 1866, the small community contained a schoolhouse, a Methodist Protestant Church, and six other buildings that most likely were residences.<sup>4</sup> Schools and churches were typically located at crossroads, near stores along major roads, or in nearby towns. The route of existing roadways influenced the location of the schools and churches, which in turn helped designate the burgeoning community as a gathering place for local residents.

In the 1870s and 1880s, the maritime industry's boom fueled the growth of the town. By 1870, a significant proportion of the town's residents were oystermen, and this would remain a principal occupation of residents through the early twentieth century.<sup>5</sup> In the second half of the nineteenth century, commercial oystering and crabbing increased dramatically; the peak Chesapeake Bay oyster harvests occurred in the 1880s.<sup>6</sup> This trend particularly affected Kent Island and areas along rivers and creeks, where maritime communities thrived. The town's location was convenient to the south end of Winchester Creek and less than two miles from Jackson Creek, both of which accessed the Chester River, and to Marshy Creek, which flowed into Prospect Bay. Oystermen who lived in the town likely worked on boats anchored on one of these waterways. In 1876, the earlier causeway that blocked boat traffic through the Narrows was replaced by a drawbridge, probably reflecting the increased road traffic as well as the need for boats to more easily access Prospect Bay from the Chester River.<sup>7</sup> The area was noted for its oyster beds. By 1880, Winchester residents William F. Ford, James Beecher, and Peter Horney surveyed and claimed lots in Jackson and Marshy Creeks and the Chester River for "oyster bedding purposes."<sup>8</sup>

The 1878 Maryland Directory and the 1877 *Illustrated Atlas of Kent and Queen Anne's Counties* provide a view of the town of Winchester and area at the end of the third quarter of the nineteenth century. According to the Directory, the town's principal industry was oystering, while local farmers produced wheat and corn. Winchester had four general merchandise stores, two churches, two public schools (one for white children and one for African-American children). The Atlas identifies the town as "Winchester P.O.," and illustrates the growth of the town. Between 1866 and 1877, additional homes were built along the Route 18. The town spread west along the road, but had not yet reached Jackson Creek. In addition, new lots with houses extended south of town along Perry's Corner Road. The "colored" school and an African-American church stood to the east of the center of town, suggesting an emerging pattern of racial segregation in the town.<sup>9</sup>

The last quarter of the nineteenth century witnessed the arrival of steamboats in Winchester. In 1886, a wharf was erected at Jackson's Creek, less than two miles northwest of Winchester, to create a landing for steamboats to and from Baltimore.<sup>10</sup> During the second half of the nineteenth century, steamboats dominated commerce and travel to and from Queen Anne's County. The boats that plied the Chesapeake Bay carried seafood and agricultural products to Baltimore, and brought manufactured goods back to the county. With the arrival of steamboats at the Jackson's Creek wharf, Winchester was situated at the "crossroads" of a major road through the county and the steamboat lines that linked the county to the wider world. Starting in the late 1870s, communication improved when Western Union installed telegraph wires in the area, and, in 1882, the first telephone line in the county was installed from Winchester to Queenstown. By 1886, Winchester had grown to encompass ten stores, three sawmills, and a population of 1,000.<sup>11</sup>

<sup>4</sup> J. G. Strong's *Map of Queen Anne's County* (n.p.: J.G. Strong, 1866). Queen Anne's County Land Records, Liber SED 2, Folio 96 (3 March 1865). The Kemp family owned and operated a store in Winchester in 1866; the store was sold to the Fords in 1867. The 1866 map shows a schoolhouse, a church, one store, and seven unlabeled buildings. Deed research indicates that at least two stores – Ford's and Rhodes – were in place by 1877, suggesting that one of the seven unlabeled buildings was a store.

<sup>5</sup> 1870-1930 [inclusive], U.S. Population Census, Queen Anne's County, Maryland, District #5.

<sup>6</sup> Robert J. Brugger, *Maryland: A Middle Temperament, 1634-1980* (Baltimore, Md.: Johns Hopkins University Press, 1988) p. 324.

<sup>7</sup> Shomette.

<sup>8</sup> Queen Anne's County Land Records, Liber JW 11, Folio 28-29 (9 June 1880).

<sup>9</sup> *An Illustrated Atlas of Kent and Queen Anne's Counties, MD* (Philadelphia: Lake, Griffing & Stevenson, 1877); "The Maryland Directory—1878," *New River Notes* (Saltville, VA: New River Notes, 1998-2006), accessed 10 May 2007, <http://www.newrivenotes.com/md/md1878.htm>.

<sup>10</sup> Frederic Emory, *Queen Anne's County, Maryland: Its Early History and Development* (Baltimore, Md.: The Maryland Historical Society, 1950; originally published in the *Centreville (Maryland) Observer*, 5 January 1886-3 May 1887), p. 555.

<sup>11</sup> Emory, pp. 563-564.



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The construction of the Queen Anne Railroad in 1902 to the north of Route 18 inaugurated another period of growth for Winchester. Incorporated in 1894, the railroad initially linked Baltimore and the Atlantic coast by establishing a line from Lewes, Delaware on the Atlantic Ocean to Queenstown, where passengers and freight could be transferred to steamboats headed for Baltimore.<sup>12</sup> In 1902, the railroad built a railroad bridge across Kent Narrows and laid tracks leading west from Queenstown to Love Point on Kent Island via Winchester.<sup>13</sup> In 1902, a station was built just north of the town on Station Lane, which extended north from Route 18 to meet the rail line. That same year, the town officially established Winchester as its name.<sup>14</sup>

Situated along major road, rail, and water routes connecting Queen Anne's County with markets in Baltimore and elsewhere, Winchester continued to prosper in the early twentieth century. By 1912, Benjamin F. Miller started a shirt factory in his residence, a two-story, L-shaped building with a cross-gable roof at 4817-4819 Main Street. Although most of the town's buildings remained concentrated along what is now Main Street, the town expanded onto new side streets that stretched north of Main Street toward the railroad and Winchester Creek, and south into what had been agricultural land. Lots were subdivided to accommodate the construction of new houses in the area. For example, in 1912, merchant James B. Rhodes subdivided the parcel on which his store and residence stood, and conveyed the parcel to his son Reese Rhodes, who built the L-shaped, cross-gable dwelling at 4813 Main Street between his father's store and Miller's residence/shirt factory.<sup>15</sup>

The surviving frame dwellings that were built between circa 1870 and circa 1920 are typically traditional house forms with few architectural embellishments. Among these are several I-houses. Reflecting nation-wide trends, the I-house form was common among rural residences in Queen Anne's County from the mid-nineteenth century through the first years of the twentieth century. A typical I-house is a two- to two-and-one-half-story, single-pile, side-gabled dwelling. I-houses generally display a center-hall plan, with two rooms on either side of a central stair hall, a condition reflected in their typically symmetrical facades with a center entry. In many cases, they incorporate a rear ell that provided space for the kitchen and other service spaces. In Queen Anne's County, I-houses also often feature a centered front gable on the façade; this feature is evident on some of the historic I-houses in present-day Grasonville.

The 1920s saw improvements in Grasonville's roads and its infrastructure. In 1921, Winchester changed its name to Grasonville, in honor of William Grason, the 28th governor of Maryland and a native of Queen Anne's County. That same year, present-day Route 18 (Main Street) was re-named the Grasonville-Queenstown Pike and was an improved, hard-surface road made of cement.<sup>16</sup> Automobiles were beginning to eclipse steamboats and railroads as the primary means of transporting goods in and out of Queen Anne's County. However, since Grasonville lay along an improved road well-suited for automobile traffic, it appears to have been only moderately affected by the demise of the steamboats and the decline in railroad traffic that occurred during the decade. Modern utilities came in 1929, when the Love Point Light and Power Company supplied electricity to the town.<sup>17</sup>

During the 1920s and 1930s, the town expanded geographically as more tracts were subdivided to create town lots. In 1924, a railroad station agent named Walter Jewell created nine town lots from his land southwest of the intersection of the main road and Perrys Corner Road; this area was known as the "Walter Jewell Addition".<sup>18</sup> In 1933, he filed another plat—"Addition to the Walter Jewel

<sup>12</sup> "Queen Anne's Railroad," *Delaware Public Archives* (Dover, Del.: Delaware Public Archives, 2007), accessed 25 September 2007, <<http://archives.delaware.gov/markers/sc/QUEEN%20ANNES%20RAILROAD%20SC%20116.shtml>>. In 1905, the Queen Anne Railroad was purchased by the Maryland, Delaware & Virginia Railroad. In 1924, the Pennsylvania Railroad purchased the rail line and operated it until 1958, when the track between Queenstown and Love Point was abandoned. Charles B. Clark, *The Eastern Shore of Maryland and Virginia, Vol. II* (New York: Lewis Historical Publishing Co., Inc., 1950), p. 884. Also Shomette.

<sup>13</sup> Shomette.

<sup>14</sup> Catherine A. Bishop, "Grasonville," typescript (Queen Anne's County, Md.: n.p., [ca. 1935-1940]). The essay is undated, but the topics of discussion indicate that it was written sometime in the late 1930s.

<sup>15</sup> Queen Anne's County Land Records, Liber WFW 2, Folio 452 (31 December 1912).

<sup>16</sup> Harry C. Rhodes, *Queenstown: The Social History of a Small American Town* (Queenstown, Md.: The Queen Anne Press, 1985) p. 118. Also Bishop.

<sup>17</sup> Rhodes, *Queenstown*, p. 184.

<sup>18</sup> Queen Anne's County Land Records, Liber BHT 2, Folio 108 (7 July 1924).

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Development”—that added four lots south of his development on Perrys Corner Road.<sup>19</sup> In 1937, Walter’s brother, Carey Jewell, created twelve lots along the southeast corner of the main road and School House Lane.<sup>20</sup> Maps from the 1930s also show an increased concentration of buildings along Main Street.<sup>21</sup>

According to one county resident, by the late 1930s, “The houses in Grasonville have been improved remarkably in recent years. In fact, twenty-two bungalows have been built... At present there is not a vacant house in the whole town.”<sup>22</sup> Several of the bungalows from this era remain standing in the 2900 block of Main Street, on the north side of the road and west of Perrys Corner Road. A typical bungalow is one or one-and-one-half stories in height; has a compact, rectilinear footprint; and features a full-width front porch, wide eaves, prominent front and rear dormers, and a low-slung profile.

Bungalows are a relatively common house form in Queen Anne’s County, as they are nationally. The bungalow form had its genesis in the 1890s, and was especially popular nationally in the 1920s and 1930s, when the rate of home ownership drastically increased among the middle and working classes in the United States. Bungalows were designed to be inexpensive to build, and easy to maintain without hired help. Stylistically, the bungalow often displayed some combination of modest Craftsman or Colonial Revival detailing.

During the 1930s, many of the residents of Grasonville were oystermen or worked in the oyster packing houses at Kent Narrows.<sup>23</sup> The shirt factory established by Benjamin F. Miller continued to operate in the 1930s and 1940s and employed as many as sixty women. In the late 1930s, the factory moved to a new building at 4611 Main Street. Built as a factory, it is the only remaining example of industrial architecture in Grasonville.<sup>24</sup> By the 1940s, the company had become known as the Perfect Garment Company. Other residents of Grasonville in the 1930s and 1940s worked or were employed as merchants, carpenters, boat builders, barbers, paper hangers, road builders, gas station attendants or owners, and teachers.<sup>25</sup>

By the 1950s, as transportation routes changed, Grasonville was no longer situated along any of the major commercial routes in Queen Anne’s County. The railroad ceased passenger service in 1938 by order of the Maryland Public Service Commission, and freight service terminated in 1958.<sup>26</sup> In 1952, the completion of the Chesapeake Bay Bridge and U.S. Route 50/301 slowed the rate of growth in Grasonville. Following the former railroad track alignment, U.S. 50/301 bypassed the town. The bridge and highway brought increased tourism to the County, but it did not necessarily bring commercial activity to Grasonville. Commercial construction was concentrated away from the historic core of the town, and the new businesses served tourists more than residents. However, residential construction in the town continued in the 1950s, reflecting post-World War II prosperity and economic growth in Queen Anne’s County in that decade.

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<sup>19</sup> Queen Anne’s County Land Records, Liber BHT 16, Folio 55 (4 February 1933).

<sup>20</sup> Queen Anne’s County Land Records, Liber WHC 4A, Folio 593 (6 May 1937).

<sup>21</sup> U.S. Department of Agriculture (USDA), Bureau of Chemistry and Soils, *Soil Map of Queen Anne’s County, Maryland* (1931) available at Geography and Map Division, Library of Congress.

<sup>22</sup> Bishop.

<sup>23</sup> Bishop.

<sup>24</sup> Robert A. Rhodes, conversation with author, Grasonville, Md., 17 July 2007. Also Bishop.

<sup>25</sup> 1930 U.S. Population Census, Queen Anne’s County, Maryland, District #5, Grasonville, Enumeration District #18-10, Sheet #16B.

<sup>26</sup> Shomette.

# Maryland Historical Trust

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Name: Grasonville Survey District  
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USGS Queenstown Quadrangle Map, Maryland, 7.5 Minute Series (Topographic)

76°13'00" W

76°12'00" W

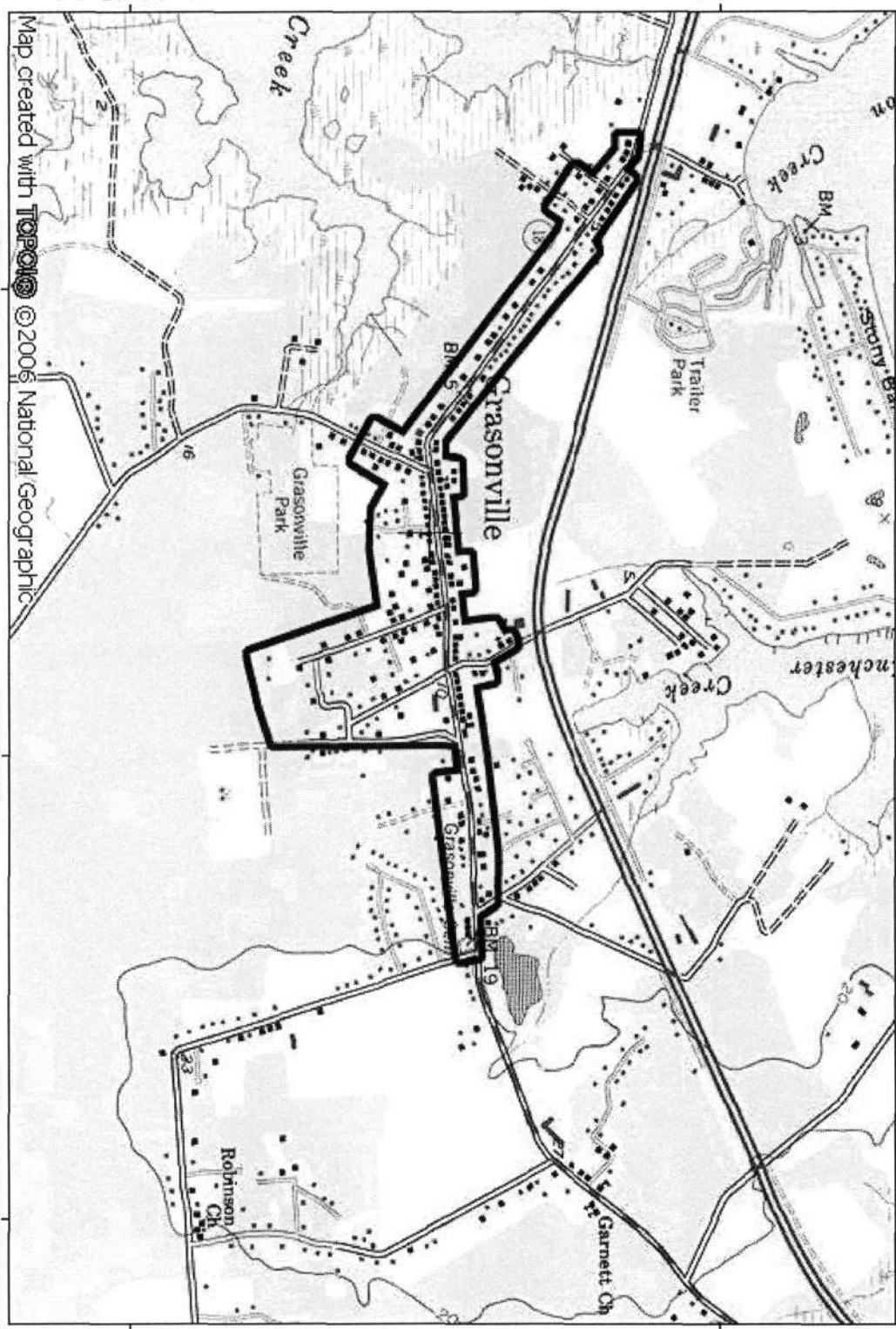
WGS84 76°11'00" W

38°57'00" N

38°58'00" N

38°57'00" N

38°58'00" N



Map created with TOPOLIO © 2006 National Geographic

76°13'00" W

76°12'00" W

WGS84 76°11'00" W

Grasonville Survey District  
Grasonville  
Queen Anne's County



MN | TN  
11 1/2°  
08/14/07







QA-611

4817-4819 Main Street, Grasonville  
Grasonville District  
Queen Anne's County, MD

History Matters

7/2007

Maryland SHPO

Looking NW

1 of 14



QA-611

Grasonville District

4813 Main Street, Grasonville

Queen Anne's County, MD

History Matters, LLC

7/2007

Maryland SHPO

Looking NW

2 of 14



Custom Bookbinding, Inc.  
1000 Main Street 866-957-LIFT

QA-611

Grasonville District  
4805 Main Street, Grasonville  
Queen Anne's County, MD  
History Matters, LLC

7/2007

Maryland SHPO

Looking N

3 of 14





QA-611

Grasonville District

Intersection of Schoolhouse Lane + Main Street

Queen Anne's County, MD

History Matters, LLC

7/2007

Maryland SHPO

4709 (left) + 4801 (right) Main Street, looking W

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QA-611  
Grasonville District  
4801 Main Street, Grasonville  
Queen Anne's County, MD  
History Matters, LLC  
7/2007  
Maryland SHPO  
Looking NE  
5 of 14



QA-611

Grasonville District

4709 Main Street

Queen Anne's County, MD

History Matters, LLC

7/2007

Maryland SHPO

Looking NW

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QA-611  
Grasonville District  
4705 Main Street  
Queen Anne's County, MD  
History Matters, LLC  
7/2007  
Maryland SHPO  
Looking NW  
7 of 14



QA-611  
Grasonville District  
4611 Main Street, Shirt Factory  
Queen Anne's County, MD  
History Matters, LLC  
7/2007  
Maryland SHPO  
Looking NE  
8 of 14



QA-611  
Grasonville District  
Immanuel United Methodist Church, 4700 Main Street  
Queen Anne's County, MD  
History Matters, LLC  
2/2007  
Maryland SHPO  
Looking SE  
9 of 14





QA-611  
Grasonville District  
5107 Main Street  
Queen Anne's County, MD  
History Matters, LLC

7/2007  
Maryland SHPO  
Looking NW  
10 of 14



QA-611

Grasonville District

5107 Main Street

Queen Anne's County, MD

History Matters, LLC

7/2007

Maryland SHPO

Looking NE

11 of 14



QA-611  
Grasonville District  
Queen Anne's County, MD  
Historymatters, LLC

7/2007

Maryland SHPO

Looking SE toward 4000 block, Main Street

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QA-611

Grasonville District

3917 Main Street, Grasonville

Queen Anne's County, MD

History Matters, LLC

7/2007

Maryland SHPO

Looking NE

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QA-611

Grasonville District  
3939 Main Street  
Queen Anne's County, MD  
History Matters, LLC

7/2007

Maryland SHPO

Looking NW

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